

BAY CITY AREA TRANSPORTATION STUDY (BCATS)

Technical Committee Minutes - October 13, 2009 (As amended at the December 8, 2009 Tech meeting)

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Call To Order:

The meeting was called to order at 10:00 a.m.

Those present were:

Dave Engelhardt, BCATS staff; Dirk Westbury, BCATS staff; John Gaydos, City of Bay City; Terry Moulthane, City of Bay City; Dale Majerczyk, City of Essexville; Jim Lillo, Bay County Road Commission; Brandon Wilcox, MDOT Planning, Kurt Coduti, MDOT - Bay City TSC; Don Mayle, MDOT-Lansing; Cory Wale, Bay City Road Commission; Dave Geiger, MDOT-Saginaw; and Rachel Tupica, FHWA.

Minutes from June 4, 2009 Tech meeting:

It was moved by Gaydos, seconded by Majerczyk, to approve the minutes from the August 6, 2009 meeting. Motion Passed.

New Federal Highway Bill Update:

Engelhardt informed the committee of the 30-day continuing resolution of SAFETEA-LU that Congress has passed. Tupica noted that the rescission for 2009 remained and because the bill was for only 1 month, only 1 month of apportionments would be available. Limited funding shouldn't hold projects up as long as BCATS isn't trying to obligate funds over the amount available. Gaydos questioned if the funding for Jobs Today projects that has already been obligated would be effected. Tupica said that as long as the projects have their own obligation authority they should not be effected. Gaydos also questioned funds that have been earmarked for projects. Westbury said that the City of Bay City projects currently in the existing 2008-11 TIP were all under STP Funding and should be set. In reference to the Johnson St project, which is likely to have some earmark funding in the new Federal Highway Bill, Engelhardt said that funding would not be available until the new bill is passed. Engelhardt commented that FHWA has discussed trying to get away from the practice of MPOs using their funding the last year of the authorization. The new bill might require that projects use funding starting the first year of obligation.

ARRA Update:

Coduti said that all the ARRA reporting has been going well. Coduti also said that Michigan is one of the first pilot project states to have submitted ARRA reporting. Tupica asked if all the ARRA funds have been obligated. Coduti wasn't sure if all the funding had been obligated as the date for obligation was December 2009.

Urban Model Improvement Plan:

Mayle discussed the Urban Transportation Model Improvement Plan and explained that they were creating new equations from the MI Travel Counts survey data to better reflect Michigan specific travel and to expand the ability of the model. Information collection for the model will begin in November 2009. Calibration for the model will begin in April 2010 (ahead of the LRP update schedule). They are asking that all SE-data be submitted by March 2010. Mayle indicated that he would accept SE-data as soon as it is available. The new model will be peak period rather than a 24 hour volume model. Therefore we will need directional traffic counts preferably in 15 minute time segments so that the AM and PM peaks can be identified as well as the directional volumes for each time period. Mayle said that he would be providing a time line in the next month that will outline the dates that various information should be submitted for the model. Overall the improvements to the Urban Model are positive and will allow for better reporting and more useful data. These updates will be helpful for the Long Range Plan as well as project specific analysis.

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Trumbull/Wilder Select Link Analysis:

Mayle provided a map that shows the selected link analysis for Trumbull/Wilder Road. The map shows what cars are traveling on the selected segment of Trumbull/Wilder Rd, where they are going and where they are coming from. The pattern on the map shows that there is a lot of travel on Wilder Road is through travel. Geiger provided everyone with a handout of a table that explains the maps. The analysis also showed that M-25 west has traffic coming into Bay City as this is where people are getting off the highway to go into the city.

BCATS FY2008-11 TIP Amendments - MDOT:

Engelhardt provided everyone with a handout of the BCATS FY2008-11 Tip Amendments for MDOT. The first amendment is for the I-75 project culvert replacement. The other amendment is for the I-75 project reconstruction and widening into the median on lane in each direction, with construction of a median barrier wall and drainage extensions. Tupica questioned the widening aspect of the project and wasn't sure it would be eligible for IM funding. Tupica wanted to look into this to make sure the widening aspect would be approved for funding. Wilcox said he would check with Adam Rivard of the TSC. Both Tupica and Wilcox are going to check into this matter.

A motion was made by Majerczyk, seconded by Lillo, to favorably recommend to the BCATS Policy Committee to approve the MDOT TIP Amendments for the I-75 project culvert replacement and the I-75 project reconstruction and widening into the median on lane in each direction, with construction of a median barrier wall and drainage extensions. Subject to eligibility of the widening portion of this project, with approval to substitute alternate funding if required. Motion Passed.

Railroad Project in Essexville (TIGER):

Majerczyk provided an update of the Transportation Investment Generating Economic Recovery (TIGER) Funds for the railroad project in Essexville. The project would address the rail travel across Woodside Avenue where 90% of the coal train cars cross heading east, even though the tracks are set to go west. The project would create a "Y" to include a way to move trains through this crossing faster and safer. The estimated cost for this project is \$1.2 million. Majerczyk wanted to have this project placed in TIP as it is his belief that MDOT wants every project, even TIGER projects, placed in the TIP. Dale will see if he can get a cost breakdown so that there is a better idea of the actual cost for this project.

A motion was made by Engelhardt, seconded by Majerczyk, to favorably recommend to the BCATS Policy Committee the addition of the TIGER Rail Road Project in Essexville to the TIP as an administrative change once/if funding becomes available and there is email confirmation that the project does indeed need to be included in the TIP. Motion Passed.

Amendment of the Long Range Plan:

Engelhardt gave an update of the Public Participation Plan portion of the Long Range Plan which was successfully approved at the last BCATS Policy Committee meeting. Engelhardt also discussed the additional minor changes that should be made to Long Range Plan and provided everyone with a handout of the proposed changes. These changes included updates to the M-84 project and the I-75 project. Discussion ensued.

A motion was made by Majerczyk, seconded by Gaydos, to favorably recommend to the BCATS Policy Committee the additional changes to the Long Range Plan. Motion Passed.

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Title VI Reporting:

Engelhardt reminded everyone to submit their Title VI Reports. Engelhardt also asked Wilcox if there were any changes or updates regarding the Title VI Reporting. Wilcox indicated that he was not aware of any new forms.

Non-Motorized Update:

Westbury gave an update and discussed the new bike lane on North Union. Westbury also said that the three day fund raiser for connecting the Bay, Midland and Saginaw trails that took place the September 18th - 20th was successful and well attended. Lillo discussed the Safe Routes to School project and said that the route would not be opened up this year due to an issue with the ditches along the path route.

Project Updates:

The **State Road Project** to mill and fill the road will take place on Wednesday, October 14, 2009. The road will be closed for the day to complete the project. **The Beaver Road Project** to mill and fill (M-13 to Mackinaw Road) will take place on Monday, October 19, 2009. The road will be closed for the day to complete this project.

Richardson said that the Rural Task Force will be having another meeting to discuss the **7 Mile Road Project** (Hotchkiss to Salzburg Road) and the possible inclusion of a Midland Road Project (Mackinaw to Fraser). The Rural Division of MDOT is not involved as Bay County has a unique situation.

Lillo said that the **Mackinaw Road Project** that is in the TIP as an ARRA project needs to be removed. Lillo would like to pull the Mackinaw Road Project and move another project forward that would fit for the ARRA funding.

A motion was made by Engelhardt, seconded by Majerczyk, to favorably recommend to the BCATS Policy Committee to remove the Mackinaw Road Project from the current TIP. Motion Passed.

The **Marquette Ave Connector Project** is going well. Next week cables will be run and the sidewalks will be poured. The **Wilder Road/Truman Parkway Project** will have the GI on Thursday, October 15, 2009. The **Harrison Street Project** is completed and awaiting an audit. The **Borton Avenue Project** application has been submitted and the GI for this project will take place within the next 30 days. Currently there is a diagnostic of the crossing being done. This project will be a mill & fill with the reconstruction of the crossing being constructed in Spring 2010. **Rail Road Crossing Traffic Counts in Essexville** have been completed by Lillo, however there is a concern that the counts may be off due to all the current construction. The **Center Avenue Project** is expected to be completed by November 15, 2009. The **US-10 Bridges Project** will be completed within the next two weeks. The **M-13 Shoulder Project** was completed last month. The **Pinconning Bridge Project** will be done this Winter. The **Kawkawlin Bridge Project** has been moved to 2011-12. The **M-84 MDOT Project** will be let this week.

Other/New Business:

There was no other or new business to discuss.

As there was no other business, the October 13, 2009 meeting was adjourned at 11:21 a.m.

Respectfully submitted,

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David Engelhardt
BCATS Director

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